NEMA PHASING

FLASHING OPERATION

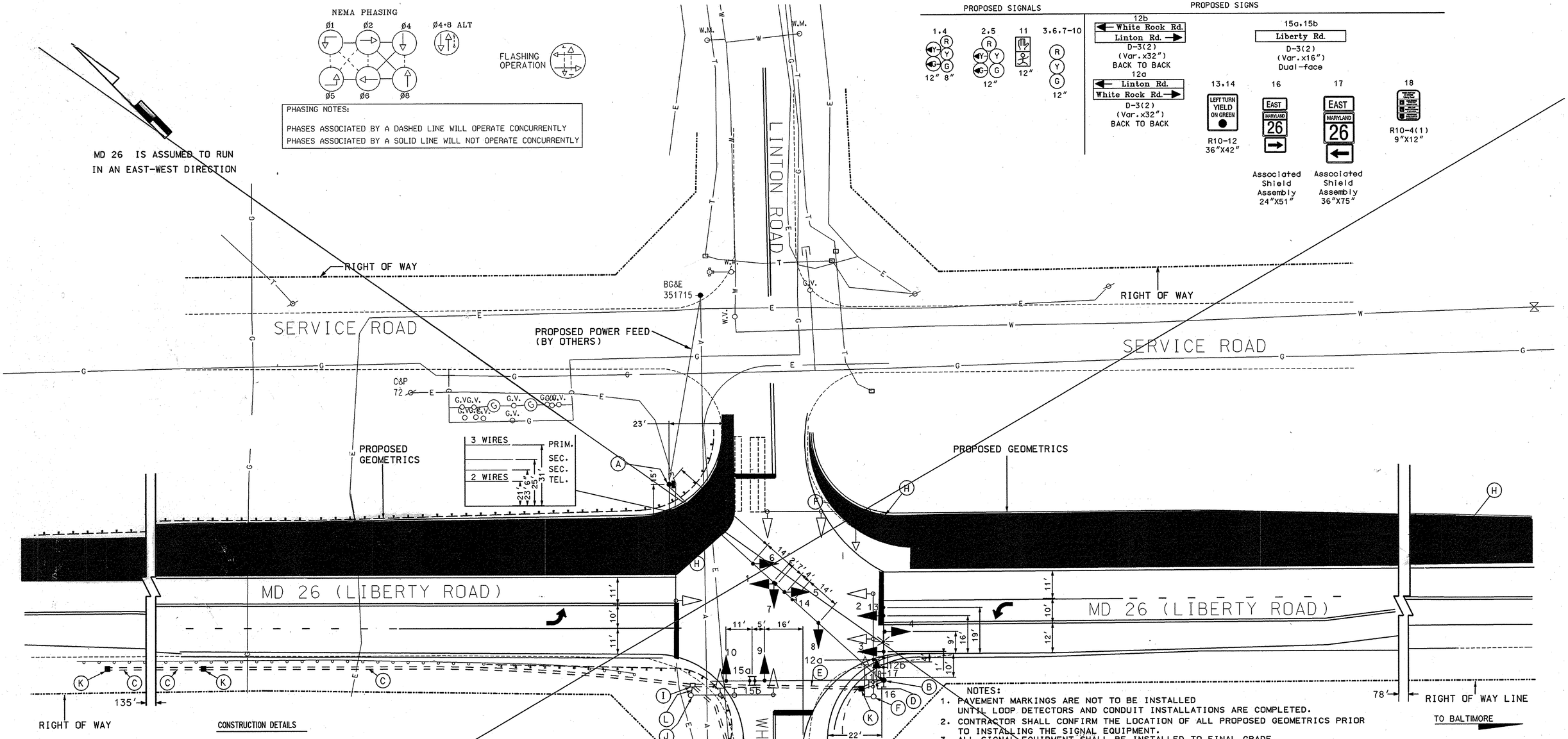
PHASING NOTES:

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

MD 26 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

PROPOSED SIGNALS

PROPOSED SIGNS



CONSTRUCTION DETAILS

- (A) Install 50' wood pole with span wire, traffic signal heads, signs, pole mounted cabinet, 15' lighting arm with 250 watt luminaire and 1" galvanized steel riser for communications.
- (B) Install 27 ft steel pole with twin 50'/70' mast arms, traffic signal heads, signs, 15 foot lighting arm with 250 watt luminaire, pedestrian signal head and pushbutton as shown. Cut eastbound mast arm to 38 feet. (NOTE: 1-3 inch bend)
- (C) Install 2 inch PVC schedule 80 conduit, trenched.
- (D) Install 3 inch PVC schedule 80 conduit, trenched.
- (E) Install 4 inch PVC schedule 80 conduit, bored.
- (F) Remove traffic signal pole, mast arm, pedestrian signal and signs. Remove foundation 12 inches below subgrade.
- (G) Remove traffic signal pole, mast arm and pole mounted cabinet and controller. Remove foundation 12 inches below subgrade.
- (H) Remove handhole.
- (I) Use existing handhole.
- (J) Remove traffic signal pole and mast arm. Remove foundation 12 inches below subgrade.
- (K) Install handhole.
- (L) Cap and abandon existing conduit.
- (M) Abandon existing handhole.

NOTES:

1. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATIONS ARE COMPLETED.
2. CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLING THE SIGNAL EQUIPMENT.
3. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
5. ALL ABANDONED CONDUITS SHALL BE CAPPED.
6. THE STOPLINE PAVEMENT MARKINGS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS. THE REMAINING PAVEMENT MARKINGS AND ACCOMPANYING SIGNS SHALL BE INSTALLED BY OTHERS.
7. THE PROPOSED SIGNALS SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE REMOVAL OF THE EXISTING SIGNALS.

PHASE-2

UTILITY LEGEND

- G—G GAS MAIN
- W—W WATER MAIN
- S—S SEWER MAIN
- E—E ELECTRIC CABLES
- A—A AERIAL CABLES
- T—T TELEPHONE CABLES

1 REDLINE #1
10/24/02

FULL DEPTH RECONSTRUCTION

REVISIONS	APPROVALS
REV. (A) 01/01 RECONSTRUCT SIGNAL ARMS DUE TO NEW GEOMETRICS SHA NO. CL7675176	ORIGINAL
T.M.H.	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	ON
	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	FILE
	DIRECTOR, TRAFFIC & SAFETY

CENTURY ENGINEERING, INC.
CONSULTING ENGINEERS – PLANNERS
32 WEST ROAD
TOWSON, MARYLAND 21204

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
SIGNAL PLAN
MD 26 AND WHITE ROCK ROAD/LINTON ROAD
ELDERSBURG, MARYLAND

DRAWN BY:	C. MUNZ	F.A.P. NO.		TS NO.	SHEET NO.
CHECKED BY:	DENNIS DODA	S.H.A. NO.		TS-2409 (A)	12 OF 21
SCALE:	1" = 20'	COUNTY:	CARROLL	T.I.M.S. NO.	
DATE:		LOG MILE:	06002607.94	E507	

o:\TRANSDWG\97006\49\REDLINE#1\md26gp01phase1.dgn 09/10/02